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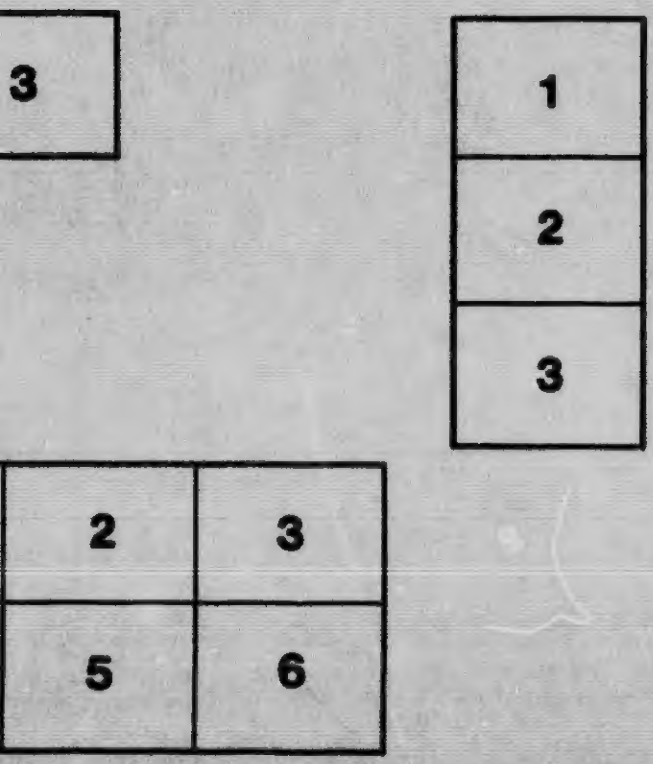

The Navy League of Canada

Its Mission

"Keep Watch"

Issued by the Ontario Division, Navy League of Canada

VA400
N39
1918

"Sailor, what of the debt we owe you ?
Day or night is the peril more ?
Who so dull that he fails to know you,
Sleepless guard of our island shore ?
Safe the corn to the farmyard taken;
Grain ships safe upon all the seas;
Homes in peace and a faith unshaken—
Sailor, what do we owe for these ?"

THE SWEEPERS OF THE SEA

Mr. Punch—"Risky work, Isn't it ?"

Trawler Skipper—"That's why there's a hundred thousand of us doing it!"

—Published through courtesy of "Punch"

The Mission of the Navy League of Canada

While the **British Navy** has been the chief protection of the British Empire, and has maintained the freedom of the Seas for all nations, the German **Army** has been the instrument of aggression, has preached Conquest to the people of the German Empire, and has menaced the Peace of the World for 40 years.

The British Isles, the self-governing Dominions, India and the Crown Colonies constitute the British Empire, spread over the face of the whole earth, and connected together by the Oceans and Seas—mark you, connected, NOT separated. The **Navy** guards and protects the sea routes upon which depends the integrity of such an Empire. The **Navy** is inadequate as an arm of attack against fortified Sea Coasts of enemy countries. It does not represent Aggression. Its purpose is for Defence—not Attack. It exists to protect the possessions of the British people—not to invade the rights of others.

The **Army** of Germany is practically Germany itself. Every child learns about it. Every fit boy is compelled to join it. The Kaiser is the head of it; the Government is mostly composed of its members; the Aristocracy commands it; the University Professors are subservient to it; great Reviews and Military Pageants, cannons, swords, uniforms, bands and goose-stepping are always in display to entertain and hypnotize the German people.

The British **Navy** is not on parade; it is not on the Squares; it is not on the Streets; it is out of sight of the public; it is on the Seas, it is away from home; it makes no noise; it is a Silent Service.

The Navy League of Britain is composed of men of all shades of political thought, united in the common conviction of the complete dependence of the Empire upon the Fleet. The King is its head, the Duke of Buccleuch is its President Among its officers are hundreds of men of substance and influence, supported by hundreds of thousands of thinking citizens from all walks of life. The Navy League was formed to create a bond between the Navy, the Mercantile Marine and the public, to make known the mighty mission of the Fleets, to show forth their glory and to build into the minds, as well as into the hearts of the people, the essential fact that the security of the whole Empire is dependent upon the Navy and the Mercantile Marine.

The Navy League of Canada has been formed for a like purpose, and to make it clear to all Canadians that the Fleets are established and maintained for Defensive Purposes, as guardians of the freedom of commerce and liberty for all to come and go on the Seas, and of access to the **various sources** of our **commercial success** and **prosperity.**

What Might Have Been

Accurate knowledge of the details of naval warfare cannot be known outside of a limited circle of leaders immediately responsible for its policy and strategy. In speaking of the Navy and its achievements, and in order to show the protection and benefits it has given to the Dominion of Canada, we must approach the subject from another angle and contrast the situation in Canada as it is to-day with what it would have been had the Navy and the Mercantile Marine **failed** to meet the enormous demands imposed upon it.

Had the German Navy been successful, Canada would have become a German possession. Canadian citizens would be German subjects, and, as Mr. Gerard, that eminent American, has written, Canada would have been compelled to pay an indemnity equal to her natural resources.

Had the British Naval Blockade been less perfect and Had German light cruisers been able to escape from their home ports, the result would have been the destruction of the lines of sea communication of the Island Kingdom with other parts of the Empire, with her Allies, and with all neutral countries.

Had Supremacy of the Seas not been **completely** held and maintained from the very beginning, England and France would have been starved into defeat and the consequence to Canada would have been equally fatal.

Had Britain not controlled the seas the German Navy would have held the United States at its mercy, controlled its commerce and shipping in time of peace or swept them from the seas in time of War. This fact is now well recognized in the Republic, and ex-President W. H. Taft asked a great public meeting at New York on February 3, 1917, **this significant question:** "What would be **our situation** to-day if the **British Navy** were not between us and Germany"?

Protection of Fleet Brings Prosperity

Business men will remember that in Canada, for twelve months preceding the outbreak of War, **the country was on the verge of financial depression.** With the advent of war, the **increased** demand for our food products at **increased** prices, and the new industries that sprang up for the manufacture of munitions, turned our national financial balance sheet from one side of the ledger to the other. An adverse balance of trade of $293,000,000 in 1913 was turned into a favourable balance of trade of $314,000,000 in 1917, a net **gain** of $607,000,000.

Instead of having thousands of workmen out of employment, we found labour in increased demand and thousands of men and women, who had not been actively engaged in work, were brought into service, while the remuneration paid to workmen became **larger** than at any previous time in the history of the country.

We should remember that this favourable condition of affairs was brought about **entirely** by the ability of the British Fleet to keep open sea routes to Europe, and to maintain the blockade of Germany in the North Sea, and to destroy the light enemy cruisers upon the Sea when war commenced.

It is possible to estimate roughly what Canada has gained in money through the protection of the British Fleet and the service of the Mercantile Marine. On opposite page are given prices of some of our farm products—the average prices

Total crop 1910-1913	Average price 1910-1913	Value	Total crop 1914-1917	Average price 1914-1917	Value	Increase
WHEAT						
818,000,000	$ .66	$543,000,000	1,048,000,000	$1.95	$1,348,000,000	$805,000,000
OATS						
1,404,000,000	.34	473,000,000	1,188,000,000	.45	532,000,000	68,000,000
BUTTER—1910-11			1915-16			
400,000,000	.22¼	90,000,000	520,486,000	.30¾	160,000,000	70,000,000
CHEESE—1910-11			1915-16			
402,000,000	10¼	41,000,000	380,624,000	.16¼	63,235,000	22,000,000
POTATOES						
Figures only obtainable 1911-12-13 against 1914-15-16.						
234,000,000	(bus.) .50½	117,000,000	209,000,000	.63¼	129,000,000	[illegible],000,000

TOTAL INCREASE FROM THESE FEW PRODUCTS $968,000,000

VALUE OF FIELD CROPS, 1917

	Bushels	Value
Wheat	333,742,000	$453,038,000
Oats	403,009,000	277,065,000
Barley	55,057,750	59,654,000
Potatoes	79,892,000	80,804,000
Corn for husking	7,762,700	14,397,000
	Tons	**Value**
Fodder Corn	2,690,000	13,834,000
		$898,792,000

Total value of field crops $1,144,636,000, the highest on record and the first time the value has exceeded one billion dollars.

to the producer for a period prior to the War and during the War. In the case of potatoes, the figures for 1917 are not available. In the case of butter and cheese, only the two years prior to the war and the first two years of war are obtainable. The contrast would be still greater if the figures for the whole period of war could be contrasted with an equal period prior to the war. Therefore, the figures we use are well under the totals.

War orders, including shells and other new industries in Canada in 1914-15-16-17, amount to $1,812,000,000.

Manufactured articles (exclusive of munitions). The figures for 1912 and 1913 are not available, so we must compare 1911 with 1916.

	1911	1916
Value of Product	$1,165,000,000	$1,381,000,000
Number of Persons Employed	471,000	511,000
Salaries and Wages	$ 197,000,000	$ 283,000,000

or an increase of $216,000,000 in the value, and an increase of $86,000,000 in the wages disbursed.

The increase in the deposits in the Canadian Banks for the past five years approximate $700,000,000.

In short, these vast figures represent only a part of the increase in money that this country has received during the period at War in comparison with the corresponding period prior to War.

Solid Truths

As already stated, Mr. Gerard, the American Ambassador to Berlin, has told us that the German idea was to levy an indemnity against Canada equal to her natural resources, so that on the one hand, with the adequate protection of the Navy and service of the Mercantile Marine, we have received these vast sums in place of being compelled to work off a debt to the Germans of billions of dollars and losing our **existence as a free nation.**

Through the adequate protection of the Fleet and the undaunted heroism of our Merchant Sailors, 400,000 of our Canadian Soldiers have been safely transported across the seas, of whom not one Canadian has lost his life in crossing.

The above figures and deductions are not platitudes. They are **Solid Truths.** Let us, therefore, sum up what we owe to the sailor.

1. Protection in the carrying to Europe of our loved ones of the Canadian Army.
2. Increase in cash value of some of our products of the soil between pre-war-time and war-time prices—$969,000,000.
3. Money received from munition contracts—$1,812,000,000.

We have not added these together because it is very difficult to tell from the various sources of information just how much they may overlap, but one thing is certain: Wherever may be the destination of the products, the producer has had his whack out of them, whether they are exported or put to domestic use.

It has been a herculean task of the Navy and Mercantile Marine to keep the seas, to preserve the lives of the soldiers, and to protect the valuable cargoes of commerce, and the burden has all been borne on the back of the sailor.

One of the most important features of the work of the Navy League of Canada is to find and train young men and boys for the Mercantile Marine and to support and relieve the

widows and children and those depending upon the sailors of the Mercantile Marine who may lose their lives in the Service. Remember, they are **not in receipt of pensions or patriotic allowance, so our gratitude should be all the greater.**

What the Fleet Has Done

The President of the Navy League of Britain, the Duke of Buccleuch, has just sent a message to the Navy League of Canada, dealing with the Naval situation as it is to-day. He says:—

"At the close of three and a half years of war, it may be advantageous to epitomize the outstanding features of naval achievements during the process of the struggle.

(a) In consequence of British command of the Seas, apart from air raids and a few spasmodic dashes of enemy cruisers, the territory of the British Empire has been held inviolate from enemy invasion. The British Empire is the only nation engaged in the War which has conquered enemy territory and lost none of its own.

(b) The lines of communication between all the arteries of war have been amply defended and maintained and protected for the transport of over 13,000,000 men from port to port. Moreover, under the guardianship of the Fleet, over 2,000,000 horses, 26,000,000 tons of munitions and war supplies, and 53,000,000 tons of coal and oil have been conveyed to meet the needs of the allied armies. Within the British Empire itself, the Navy has safeguarded the ocean carriage of nearly 140,000,000 tons of food and material.

(c) The maintenance of the blockade of Germany has resulted in the complete stoppage of her ocean-going commerce. **The German flag has been swept from the Seas,** and only on one occasion, the 1st of June, 1916, has German naval power ventured to challenge a fleet action.

(d) The conquest of German Colonies in Africa, Asia and Australia has been the direct result of the application of sea power in support of the operations of military force on land.

On the naval side of war nothing can be more calculated to stir the pride of the British race than the magnificent bravery and chivalry of the Officers and Men of the Mercantile Marine. It was the arrogant hope of the enemy that the methods of frightfulness that were so ruthlessly practised in the destruction of merchant vessels at Sea and their crews, would, in effect, increase the difficulties of manning and operating the British Merchant Service. In this respect, the enemy has been completely disillusioned and the fearless bravery, cool skill, and irrepressible sense of public duty of every section of British Seafarers, no matter on what class of craft they have been employed, are the admiration of the civilized world.

It may be declared in the **fullness of conviction** that as an instrument of war, the British Navy at the opening of this year is the most powerful and the most highly developed weapon which has ever been devised."

(Signed) Buccleuch

We may sum up by saying that the Royal Navy has not only kept the seas of the world clear of German commerce and ships and fought a never-ending day and night struggle with the submarine and its floating mines, but has held the great centre of sea-power in the North Sea and maintained a continuous blockade upon German coasts and shipping and trade, and safeguarded the supply routes of nine military fronts in three continents for the Allies—the Western, the Eastern, the Italian and the Balkans in Europe, the Mesopotamian and Palestinian in Asia, the Egyptian and East African in Africa. Its river gunboats and monitors have aided the Italians at Pola and other Austrian points, helped the Allied armies on the East coast of Africa, supported the British Army on the Tigris and the Persian Gulf, its East Indian squadron has protected the Suez Canal and Red Sea and helped the Army in Egypt. An average of 80 ships weekly have been intercepted and examined by British Patrols; its 4,000 ships have been coaled, provisioned and kept at sea year in and year out.

The Navy had a strength in October, 1917, of 430,000 officers and men, a tonnage of 6,000,000, a total of 3,300 vessels engaged as mine-sweepers and patrols and 570 ships of 1,750,000 tons continuously carrying troops and stores to all the theatres of War.

Aggression vs. Protection

When Germany sought sea-power, the Kaiser at once encouraged in every way the formation of a German Navy League, and literally millions of members were enrolled and systematically educated into the belief that with a Navy to back up her Army, Germany could conquer the world. The aim of their Navy League was Aggression, whilst that of the British Navy League was Protection, in the belief that with an adequate Navy, the situation could be held long enough to create an Army when the Necessity arose—Since Proven in Fact.

Navy an Insurance Policy

Now, we in Canada having these facts before us, our Navy League's chief duty will be to educate our people to appreciate how much we depend for our prosperity and our existence as a free people upon the Mercantile Marine and the Navy. We must bring the people to realize that the Navy is an insurance policy which directly affects every farmer, every mechanic, every professional man, and every other class of the community. It is the duty of the Navy League of Canada to create in all classes a knowledge and a gratitude for the Fleets which will make it impossible that either Naval or Mercantile Marine affairs shall be made a political football in political warfare.

It must be seen to that our shipbuilding industry, upon which our export trade depends, shall be given the national prominence that it deserves, and that the sailors, both Naval and Merchant, (and particularly the latter) shall receive full recognition for their heroic services.

In laying down a policy for the Navy League of Canada, we have kept in mind three principal objects:—

1. To make a thoroughly organized educational campaign.
2. To raise funds for British and Canadian Sailors, Sailors' Institutes, and for the welfare of seamen and their dependents.

3. To encourage Naval Brigades for young men and boys where they can receive practical and theoretical instruction to fit them for either the Mercantile Marine or the Navy.

With respect to **Object Number 1**, we hope that with a large membership and with the circulation of literature dealing with Naval and Maritime affairs that will be sent to them, and by a systematic series of lectures through the country, and by a naval motion play, and by a reader in the public schools, to finally educate a very large number of our population to the importance of Maritime questions.

With respect to **Object Number 2**, if one's imagination needs any stimulant to realize the necessity of contributing to its funds, we will cite merely three instances:—

(a) One hundred and seventy-six merchant ships have been sunk since war began without trace of ship, cargo or crew, quite irrespective of the weekly reports of ships submarined, the victims of which exceed 14,000. **What of Their Dependents?**

(b) On February 6th, the British ship "Miguel de Larinaga" (Captain Williams, Master), foundered at sea. She left an Atlantic Port twelve days previously. Her cargo shifted during a storm and within half an hour the vessel was on her beam-ends and out of control, and all her boats on the leaside rendered useless. The Captain ordered the crew to the remaining boats, but there was insufficient room for the whole crew, so the Captain and nine men volunteered to remain. Captain Williams bade good-bye to the survivors and he and the nine men were left to their doom. **What of Their Dependents?**

(c) Our own Canadian Navy has an illustration of sacrifice and heroism that reads like a page of a romance, but in the multiplicity of heroic deeds not a line has yet been written about it. When Captain Newcombe, the Commanding Officer of H.M.C.S. "Niobe," was informed that a ship was on fire in Halifax Harbour and that the direction of the wind and tide were setting her towards the Naval Dockyard and the "Niobe," Captain Newcombe (who lost his leg at Gallipoli and who has since had it amputated a second time) was having his leg treated to reduce the inflammation. He immediately went on deck to take in the situation, and seeing that the crew of the burning ship—the "Mt. Blanc"—were abandoning her and hastening ashore, he at once realized that they feared an explosion, and called for volunteers to man the steam pinnace and tow the "Mt. Blanc" out of the line of the Dockyard, the "Niobe," and the Naval Magazine. Fourteen men, under Mr. Matteson, a Warrant Officer from Toronto, promptly responded. The Captain explained the danger of explosion and the necessity for haste and they themselves had no doubt realized the reason that the "Mt. Blanc's" crew were so hastily abandoning her and rowing ashore. Undaunted, they put off and were coming alongside when the ship exploded, leaving not one trace of either the steam pinnace or any of her crew of fourteen. These men were not all old man-o'-war'smen trained for years to discipline, but many of them recently recruited from Ontario, but they were Made of the Right Stuff. **What of Their Dependents?**

With respect to **Object Number 3**—to encourage Boys' Naval Brigades, our Merchant Service is deplorably deficient in trained crews. Frequently ships are detained in Atlantic

ports awaiting a sufficient number to man them, and delays have lengthened from days to weeks and from weeks to months before they can sail. Our own Government is entering upon a shipbuilding programme, spending $90,000,000 in the construction of new ships. All shipowners and the Government officials know that there are not a sufficient number of men to man the present vessels, so what of the new ones? It is the League's purpose, therefore, to remedy to the best in their power this shortage, by instructing young men and boys from twelve years upwards in practical and theoretical seamanship. In England the League has many such training ships, and we are following their standards of instruction.

From a national standpoint, this line of endeavor is of the greatest importance. If Canada after war is to remain an exporting country, and we do not think anyone will deny that with the figures just quoted, her newly acquired taste for export trade is likely to slacken. we must have not only our own ships, but must man them with Canadians to be independent of other countries.

What Membership Means

To bring about the above, the League seeks the support of every patriotic citizen, including every school child, and every factory hand and wage earner. Annual fees are nominal:—

.25c for a School Child.
$1.00 for an Associate Member
$2.00 for a Full Member.

We ought to have more than 50,000 members in the Province of Ontario alone. With a large membership will come such an influence in Canada as the Navy League wields in England, where the wisdom of its policy and its widespread influence has been so amply demonstrated.

The Navy League is not an aggressive organization; its aims are security and peace; it is absolutely non-political and non-denominational; it should be supported by all citizens, irrespective of class and creed. Its **power for good** will depend upon its strength, which will be **measured by the number of its members.**

Its appeals will be of National importance; for the Sailors of the Navy and the Mercantile Marine, for the Sailors' Institutes, for the Sailors' wives and children, and for the Naval Brigades. Governments and Municipalities readily respond to a request for aid which comes from hundreds of thousands of people; therefore, we must have Members; the fee is small, so that everyone may join—men, women and children.

Members will receive the League's illustrated magazine. They wear a League button with the motto "Keep Watch" upon it. Each Member will be a contributor to the objects of the League through his annual subscription, and thus will become an **Active Participant** in the constructive Maritime work of their Country and Empire.

MOTTO—KEEP WATCH.

PATRONS

His Excellency the Duke of Devonshire.
Colonel the Hon. Sir John Hendrie, K.C.M.G., C.V.O.
Hon. Sir P. E. LeBlanc, K.C.M.G., Lieut. Governor, Quebec.
Hon. J. McC. Grant, Lieut. Governor, Nova Scotia.
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Hon. Richard S. Lake, Lieut. Governor, Saskatchewan.
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Frank K. Warren, of Halifax, for Nova Scotia.
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Arthur Coles, of Victoria, for British Columbia.
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Allen Sproatt, of Regina, for Saskatchewan.

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*H. H. Macrae.
J. Castell Hopkins.

*Founder Member.

MEMBERSHIP APPLICATION

.....191....

The Navy League of Canada,
34 King Street West, Toronto.

I am in sympathy with the objects of the Navy League and desire to become a member. I enclose $..... for membership dues.

I desire to be enrolled as a ..... member
(Indicate class of membership desired)

Name .....

Address .....

.....

Memberships :—Member, $2.00; Associate Member, $1.00; Junior Member (18 years and under) 25c; Founder, $100.00.

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